SUBJECTS.

getting wet. If a small pier existed at Colachel, a good deal of dried fish could be exported by schooner or steamer. During the south-west monsoon, it was possible even now to launch boats and work steamers owing to the partial protection afforded by the reef of rocks. In conclusion, he hoped that a great deal of the South Travancore traffic, which was now diverted to other ports, would gravitate to Colachel if conditions were more favourable. He therefore requested that the Government might be pleased to complete the works in the port of Colachel which nature had commenced and give it a pier.

Dewan's reply.—The matter will be enquired into.

27. The necessity for a sea patrol at Alleppey for protecting goods while being taken to and from steamers.

Mr. N. P. Narielwalla (Member, Trading Classes, Alleppey) said that the number of sea boats that were actually working in the sea at Alleppey was very limited—not more than two dozens at present—and with that small number, which was worked by manual labour, the merchants of Alleppey were not able to meet the demands of the steamers going to the port. They had generally to make two, and, at times when the stay of the steamer at the port was limited to one day, three trips to them. The last trip would be very late in the evening when the sea was rough, and the boatmen occasionally brought news that the boat was somehow or other upset and the consignment lost. The Member was of opinion that it was not always the case. The boatmen really threw the articles into the sea to be picked up by the fishing boats. As the merchants had only a limited number of fishermen, whose services could be utilized as boatmen, they could not but take the explanation of the boatmen as true. Similarly, in the case of goods taken from the steamers, thefts were regularly taking place, and the agents of steamers did not compensate them for their loss. As a result of such hardships, export goods were often shipped at Cochin and the import goods landed also at Cochin to the detriment of the income of the port of Alleppey. The Member therefore prayed that the Government might be pleased to give the port of Alleppey a sea patrol, with the aid, if possible, of a motor-boat, and also to adopt some measures to prevent the fishing boats from approaching steamers and other vessels when they were within port limits. It would be a great advantage if the motor-boat could be such as could tow lighters also. He further requested that the export of goods by the port of Cochin should be checked by imposing a heavy duty on such articles at Arookutty.

Dewan's reply.—The matter will be enquired into.

28. The godown accommodation for the trading classes at Alleppey.

Mr. N. P. Narielwalla (Member, Trading Classes, Alleppey) said that there were nine godowns at present, including the two recently constructed. At the regular shipping season, the export traders were put to inconvenience for want of space to keep their goods. The import of paddy or rice began in January, or practically when the export season also began. The imported grains, which were non-dutiable, occupied the closed godowns, and the export goods, which were dutiable, had therefore to be kept in the open godowns. In the open godowns, the rent was higher, and they had besides to pay the cost of watching the goods kept therein. The export merchants who had to pay duty were further put to the difficulty of additional expenses, whereas the grain importers

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